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PROFILE

December 1976

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PROFILE

December 1976 Vol. 20 No. 3

DOD HIGH SCHOOL NEWS SERVICE

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The Secretary of the Navy has determined that the publication of this periodical is necessary in the transaction of the public business required by law of this Department. Use of funds for printing this publication approved by the Office of Management and Budget, 8 August 1975.

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Counselors' Corner

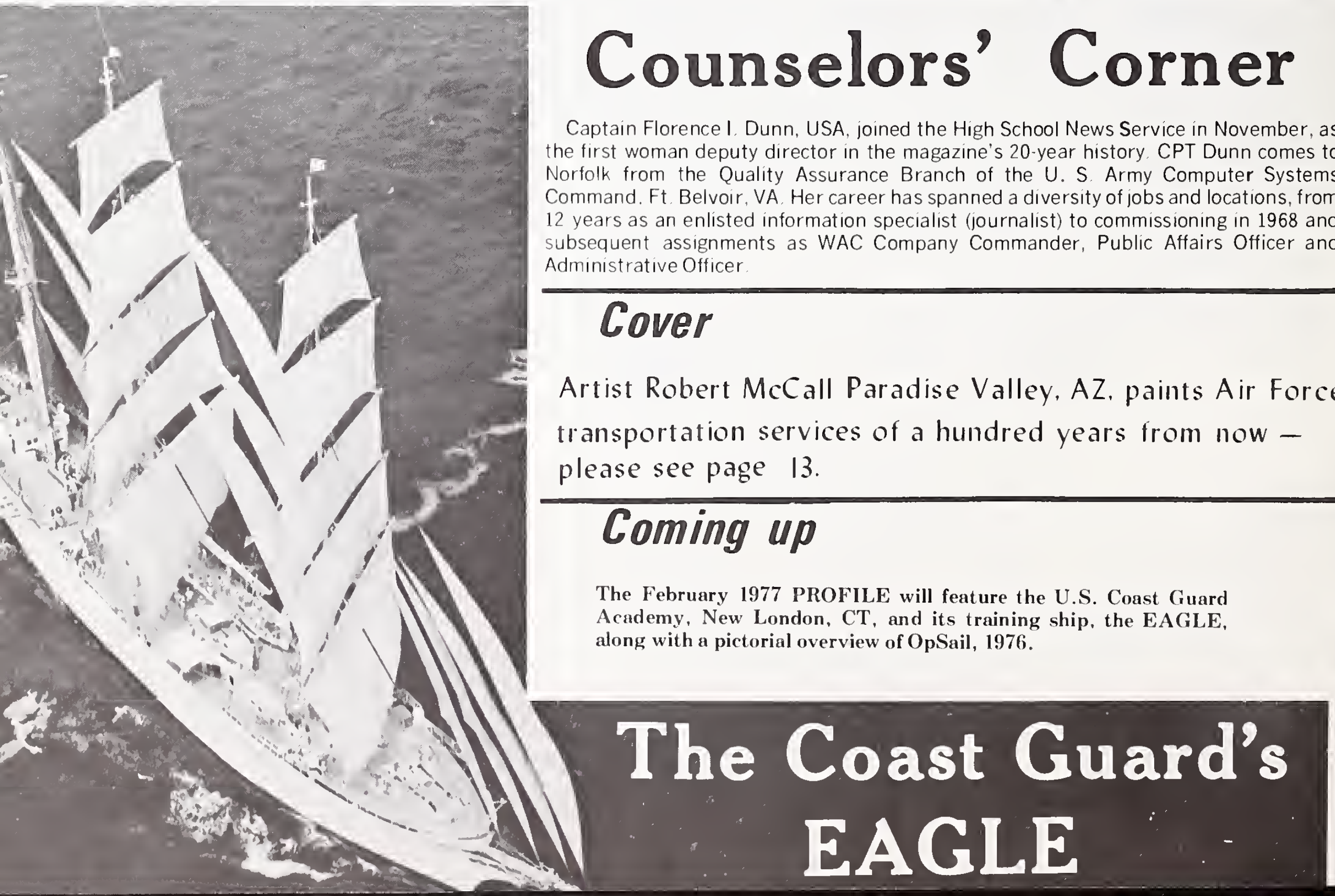
Captain Florence I. Dunn, USA, joined the High School News Service in November, as the first woman deputy director in the magazine's 20-year history. CPT Dunn comes to Norfolk from the Quality Assurance Branch of the U. S. Army Computer Systems Command, Ft. Belvoir, VA. Her career has spanned a diversity of jobs and locations, from 12 years as an enlisted information specialist (journalist) to commissioning in 1968 and subsequent assignments as WAC Company Commander, Public Affairs Officer and Administrative Officer.

Cover

Artist Robert McCall Paradise Valley, AZ, paints Air Force transportation services of a hundred years from now — please see page 13.

Coming up

The February 1977 PROFILE will feature the U.S. Coast Guard Academy, New London, CT, and its training ship, the EAGLE, along with a pictorial overview of OpSail, 1976.



The Coast Guard's EAGLE

10,000 Cookies, the NAVY way

ABOVE: Carving a turkey can be a tricky job. BELOW: Two Seaman Apprentices at the Mess Management School prepare bean soup under guidance from an instructor.

(EDITOR'S NOTE: Appreciation is extended to Navy Photo journalist, Alan Dooley and the Navy Public Affairs Center, San Diego, CA, for the contribution of the following article. All photos are also from Navy files.)

San Diego, California — It's just after midnight. Before you turn in, you must whip up something for tomorrow's dessert. You pull a card out of your recipe file. It recommends combining the following ingredients:

> *112 pounds of chocolate chips, 162 pounds of flour, 500 eggs, 100 pounds of granulated sugar, 87 pounds of shortening, 75 pounds of brown sugar, 12 pounds of butter, 3 pounds of salt, 3 cups of vanilla, a quart of water and, oh yes, 1½ pounds of baking soda.*

Who cooks this way? This isn't a recipe for the average family of four. It's the directions for making chocolate chip cookies for the 5,000 man crew of an aircraft carrier — 2 cookies for each and every man.

Your mother never taught you how to cook this way. The Navy knows that and sends its prospective cooks to its Mess Management School in San Diego, California. Graduates of the school become Mess Management Specialists (MS's).

According to Lieutenant Junior Grade Roger D. Liles, the school's director, the closest civilian equivalent of a Navy MS's job is the task of a Restaurant-Hotel Manager.

Cooking food is only a part of what Navy MS's learn in their school. They must be able to plan menus, order supplies, insure they have storage capacity to carry the supplies, prepare the food and serve it properly.

Personnel assigned from boot camp to MS school have varied backgrounds. Their schooling spans the spectrum from 8th grade educations to college degrees.

The school is broken into three levels. A basic school — eight weeks in length — teaches the rudiments of cooking and baking, food serving, sanitation and recipe conversion.

All standard Navy recipes are written in quantities to make 100 portions. Crews that are bigger or smaller call for adjustments to the basic quantities. The cook must be able to scale the measurements up or down to fit his requirements.

An intermediate school teaches MS's the skills needed to guide the work of junior men and to run a Navy kitchen or "mess" for one meal or for an entire day.

A still more advanced school deals with menu planning, nutrition and food service accounting.

The basic school combines theory and practice. Students spend about one half of their time in classrooms, learning what various ingredients do to a recipe, learning how to scale ingredient quantities and how to insure proper cleanliness and procedures.

With the theories in their notebooks and heads, the prospective MS's go into the training kitchen at the school. There, they try their hands at actual food preparation. Here, attention to detail and motivation are important.

A young person may have trouble breaking eggs at the start of the school. Less than three months

(TOP) From cookies to doughnuts, students get a wide variety of practical experience in the Navy's cooking class. (ABOVE LEFT) Two students prepare brown gravey, while (ABOVE RIGHT) a student puts the finishing touches to a rose carved from a potato.

later, he may find himself as the only cook in a ship's galley. One current student is on his way to Camp David, Md., where he will soon be preparing food for the President or kings and prime ministers.

Like the often storied parachute packer who must jump from an airplane with a parachute he has personally packed, the students eat their own cooking.

Before they eat, they cluster around the serving line. A senior instructor samples each item and appraises it.

Senior Chief Mess Management Specialist Joseph Schreiber casts a critical eye, sense of smell and taste on everything prepared. "This is great thousand island salad dressing, but with all this garnish on top, how are you going to get down to it to use it?...Great beef stew. Next time, add a few more tomatoes for that nice red color."

More than 3,000 MS's graduate from the basic course every year. Some 60 percent go directly to operating fleet units. Others get diverse assignments including work with the White House food preparation staff in Washington.

A staff of 36 military instructors — 6 with college degrees in the area — guide the students through the school.

The school provides each student with the basics. It gives him the skills and knowledge. The rest, he must supply himself.

He must be flexible enough to hold a meal for hours when a ship's work schedule is extended. He must be able to change his menu when conditions dictate it — nobody can fry eggs when his stove is tilting through an arc of more than 45 degrees.

The Navy MS knows that on a ship at sea, after a hard day of more than 12 hours of work, a tasty meal with a pleasing appearance can be the highlight of the day for a tired crew. And they like to finish off their meal just like they did at home — with dessert: 10,000 cookies.

THE TRAINING KITCHEN of the Navy Mess Management School, San Diego, offers varying levels of cooking experience. After working all morning on recipes, students sample their own cooking at lunch. BELOW: A student appraises her first batch of fried chicken.

Rum Runners Revisited

By D.M. Ryan

The word has been passed...an illegal transfer of contraband has been set up! The U. S. Coast Guard and agents from the Bureau of Customs prepare to move into action.

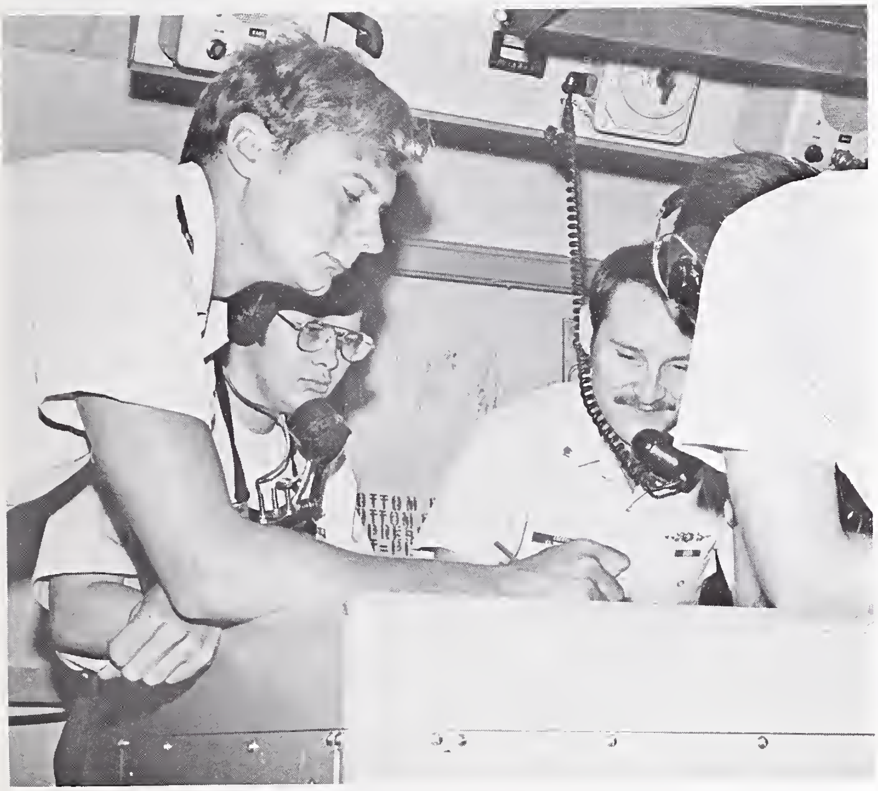
Two cutters are dispatched to the watery location suspected as the site for the transfer. They quietly ply the still coastal waterways, but find nothing unusual in the dark night.

For two days the vigil continues...until finally a suspicious-looking freighter is spotted. Coast Guardsmen watch on one side and Customs people on the other while the ship unloads two boxes onto a small motor boat. The boat then speeds away toward shore.

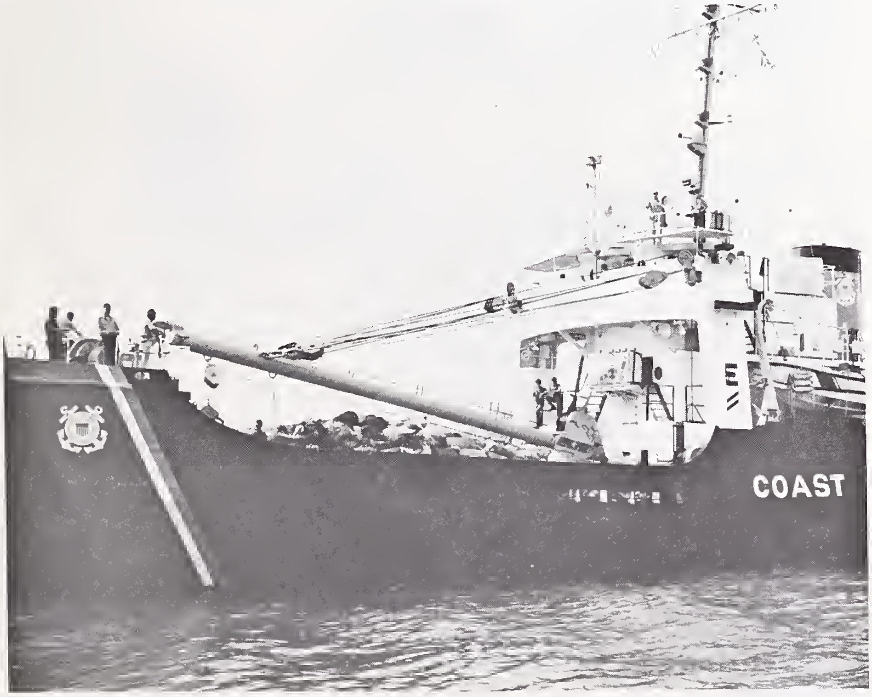
On signal, a helicopter, which has been hovering some ten miles off, swoops in and cuts through the darkness with a wide beam of light. At the same instant, the cutters and Customs boat converge on the freighter, and other agents ashore meet the motor boat and seize its cargo.

The entire incident was over in ten minutes, but resulted in 18 arrests and the seizure of ten tons of marijuana having a street value of between seven and thirteen million dollars.

Although this happened in early 1976, it might just as well have taken place in 1796, for, as a post-Revolutionary War Congressman declared, "Smuggling pervades our



ABOVE: A Coast Guard crew coordinates a Customs inspection mission, while (below) a cutter comes into port with its deck laden with captured contraband.



country!"

Protecting our coastal areas and intercepting smuggling operations has been a part of the Coast Guard called the "Revenue Marines" until 1915 since its inception through Alexander Hamilton in 1790. Once a fleet of boats was authorized by Congress, seagoing criminals found their work a bit more difficult, if not plain dangerous.

Rum-runners of the Prohibition Era also knew the extra risks of trying to slip their illegal "booze" past the watchful patrols of the Coast Guards law enforcement teams.

With the gradual modernization of the Cutter Service came more responsibility: coastal defense, lighthouse keeping, and lifesaving. The technical advances since the days of square-rigged ships have been used by both forces of crime and law enforcement. New methods of transport have required the Coast Guard to obtain more sophisticated ships and equipment in order to catch modern smugglers. Often, foreign vessels depart home ports laden with tons of narcotics for delivery to fast, small boats. These craft usually sit well outside territorial waters at points along the American coast, waiting for their rendezvous!

On a daily basis, several classifications of operations are conducted. For example, in the Caribbean and Gulf waters units operate from the Miami and New Orleans Coast Guard Districts. The Surface Law Enforcement Patrol uses a medium endurance cutter such as the DAUNTLESS or DILIGENCE, with a helicopter assigned to patrol the Windward Passage, Gulf Stream, Yucatan Strait, and the Florida Straits. The Multi-unit Law Enforcement Patrol is larger and adds one or more patrol craft of the 82 and 95 foot classes, plus land-based aircraft.

These operations have been successful as demonstrated by results gathered during the period June 1973 to April 1976: 27 vessels seized; 119 people arrested; 108,923 pounds of marijuana seized or destroyed; 6,139 pounds of hashish taken; 44 pounds of cocaine captured. The total street value of these drugs gathered in waters around Florida and Louisiana has been estimated at many millions of dollars.

While methods and equipment have improved, making the job of law enforcement somewhat easier, it's the Coast Guardsmen aboard the cutters, patrol boats, and aircraft who make the system work through their skills, knowledge of the situation, and dedication to the mission. No drug bust can ever really be called routine, but some are more exciting, dangerous and dramatic than others. And, like the salty revenuers of old, today's Coast Guardsmen enjoy telling their "sea stories."

In a recent operation, the cutter DAUNTLESS intercepted a foreign vessel off the South Carolina coast. The ship had transferred 5,000 pounds of marijuana to two smaller boats which raced the cargo to shore, where they were captured. DAUNTLESS chased the mother ship but she was refusing to stop. Bursts from a 50-caliber machine gun fired across the escaping vessel's bow brought a quick halt to the chase.

Another tale recalls a routine search for an overdue fishing boat. A Coast Guard patrol craft stopped a passing vessel and inquired about the missing boat. After the queried ship departed, a suitcase containing 44 pounds of cocaine was spotted floating on the water and was recovered by an alert Coast Guard crewman. Arrests were later made.

Danger and high stakes still ply the waters of the U.S. in areas once navigated by pirates in days of (g)old. Today's "gold," however, comes from Acapulco or Columbia. By any name, the cargo is still illegal and carries a stiff penalty for its traffic.

The Coast Guard continues to watch and wait.

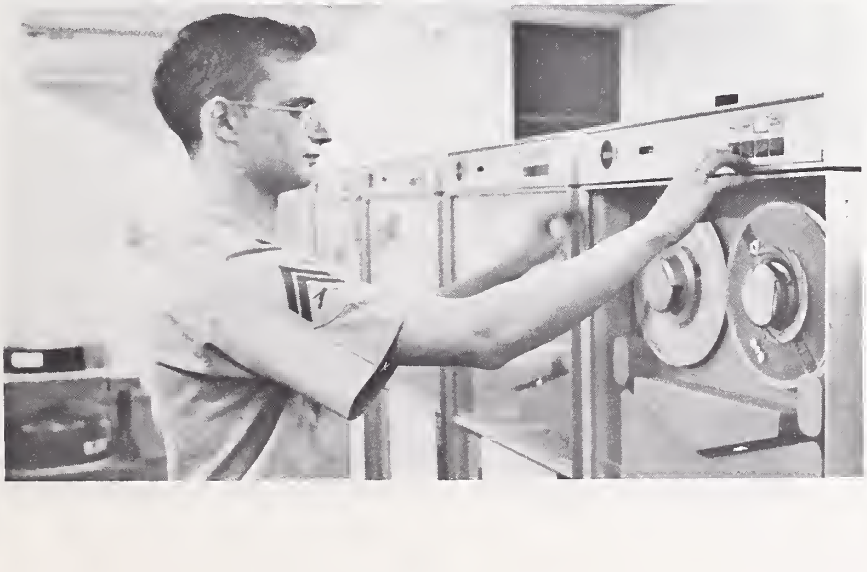
EDITOR'S NOTE: PROFILE wishes to thank Seaman Lane Jones, Seventh Coast Guard District Public Affairs, Miami, FL, for his help in preparing this article.

ABOVE: Coast Guard and Customs officials confiscate marijuana from the hold of a seized ship. BELOW: Crew members unload 43 tons of captured marijuana from the Cutter SWEETGUM in Miami Beach.

The Marines are looking for a few good people... To run their computers

By D.M. Ryan

(ABOVE) A computer systems operator works a key punch while (below) another operator changes the taped program



In the midst of eerie hums and the claking of what sounded like a run-a-way typewriter sat several strange looking pieces of equipment. They had letters and numbers on them like IBM S/360, S-137, UNIVAC 1500, or names like alphabet interpreter, originator and key punch. Workers in the area spoke in an alien language with words like COBOL and ALC.

In one hospital clean room sat one machine which seemed to be master of all the others. It accepted card input and tape data, flashed light signals to the workers and fed information out.

The workers called each other strange names — programmer, operator, analyst and gunny. When they spoke, it was difficult for a newcomer to understand them. Who were these workers with the strange equipment and language? What was their purpose?

An introduction to the field of data processing in the U.S. Marine Corps could easily sound like Science Fiction. The workers, of course, are Marines. The equipment includes their computers and related machinery, while COBOL and ALC mean Common Business Office Language and Assembler Language Code, used in computer operations. The names the workers called each other were actually their position titles (except Gunny, which is short for the rank of Gunnery Sergeant).

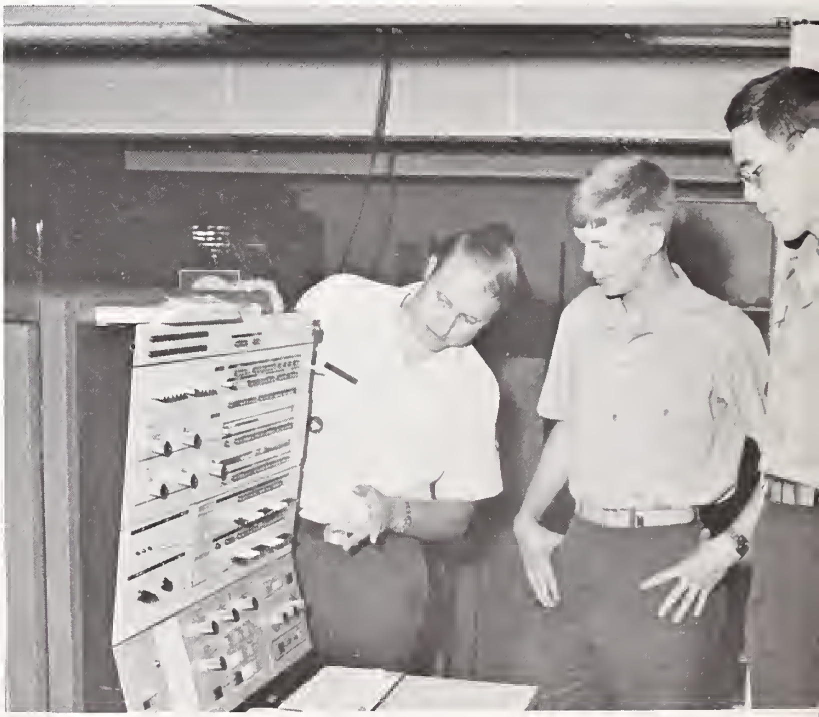
Data processing is an expanding field within the Marine Corps. In some 24 centers, it is used to provide Marine Corps data and information in such major areas as finance, manpower, supply, budget, maintenance, and unit readiness. The timely output results in better morale, management, and decision making in the Marine Corps.

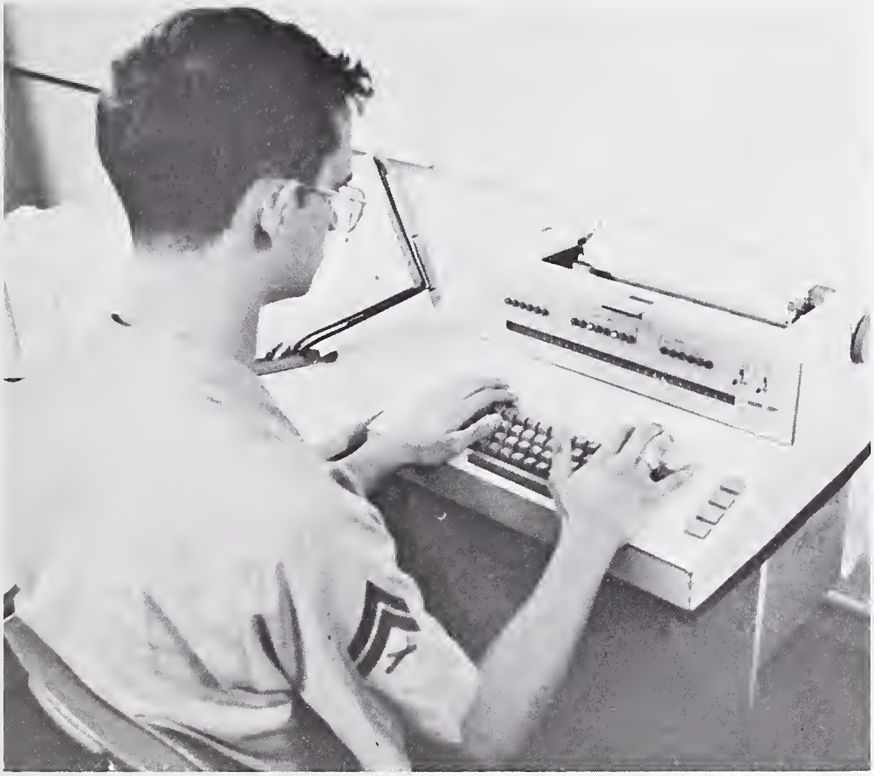
While a number of job skills exist in the data systems field, the primary ones for beginners are Computer Operator, Programmer, and Data Processing Equipment Operator. Most men and women reach such jobs right from civilian life, after Marine basic training and formal schooling, usually at the Computer Science School, Quantico, VA. Some, however, enter other career fields and later transfer to data processing. These individuals receive basic on-the-job training first and later attend schooling.

After 6-8 months of training, most Marines are on the job receiving more instruction. Normally it takes about a year for the individual to become proficient in the job. However, the training and learning never stops.

Corporal Markus Lindlay of Peru, IN is a computer operator. Following high school, he entered the Marine Corps and the data processing field because, "It was a new experience, just opening." He attended the Marine Computer Science School to learn his new trade. The course covered operating and controlling electronic digital computers, setting control switches on the computer and associated equipment, selecting the inputting material with the use of cards and tapes, operating the console which controls the computer, and correcting minor malfunctions. On the job, there is a lot to do with data control — controlling jobs that come in for processing and deciding priorities.

Once the work is organized, the interesting part of the duties begin. The job to be accomplished is fed into the computer using data cards and tape discs. Then the machinery takes over under the watchful eyes of the operator who monitors the panel lights to insure that all systems are working well and the program proceeding. When necessary, the master console is used to give instructions to the computer and it in turn feeds back information showing up any malfunctions, telling what is needed to finish a job or if the job is completed.





(Above left) Students practice key punch techniques at computer school in Virginia. (Above) A computer specialist feeds information into the master control. (Below) Computer school class is briefed on operation of the master control unit.

While the computer operator and the machinery are key to data processing, little could be accomplished without the programmers. These people are responsible for taking a requirement and translating it into language which the computer can use to perform the necessary task.

Sergeant Thomas Duff is a COBOL Programmer from Lima, OH. After high school, he attended college for two years and studied business administration to include data processing. His interest and aptitude in this field led him eventually to join the Marine Corps to be a programmer.

After an eight week Operating System COBOL Programmer Course at Quantico, VA, he was prepared for his first assignment. The schooling had taught him computer concepts, technical characteristics, programming, COBOL coding, and other techniques. Practical application followed book learning.

The third of the primary data processing skill is Equipment Operator. While not the more glamorous of the positions, it is the best one in which to begin a career learning the basics of data processing. Individuals in this skill operate equipment which provides input for the computer, sorts the output and reproduces it. After attending a formal school course, the operators may work with such items as keypunch machines, document originating machines, alphabet interpreters, and sorters. After learning the field at this level, the next step is into the more advanced skills of data processing.

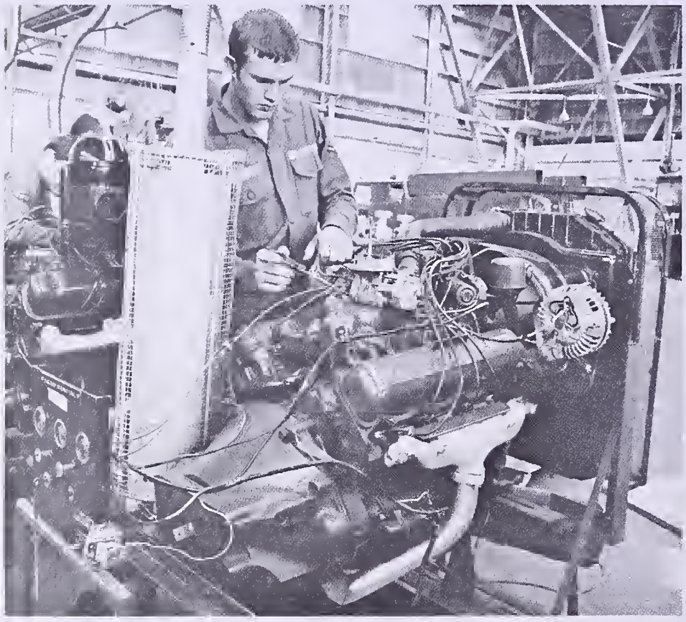
While there are always openings in the Marine Corps for people in the data processing program, qualifications for entry are not easy. Entrance exam scores must be high and normal color vision is a must. Mechanical and clerical aptitudes are important and it is helpful to have courses in data processing, math, electricity, electronics, bookkeeping, accounting, and/or business machine operation. Individual character must be outstanding since many people in the key positions are required to have security clearances.

Opportunities provided by the data processing field are excellent. The formal training received is equivalent to a $3-4,000 course in the civilian community and the chances for rapid advancement are good. As an opportunity to obtain a skill much needed in the job market, Marine Corps data processing is hard to match.

It may not be a world of science fiction, but data processing in the Marine Corps is for real in experience, training, challenges, and opportunities. And who knows, people who prepare themselves today in such technical fields may be the ones who live the science fiction events that become reality tomorrow.

TRANSPORTATION

Moving the Air Force toward the future



AN AIR FORCE MECHANIC performs a major overhaul on an engine during technical training school.

ABOVE: A member of the Passenger Terminal staff assists Air Force travelers arriving at a new assignment. BELOW: Cargo specialists in the Air Freight section stage a palletized shipment while awaiting the arrival of air transport.

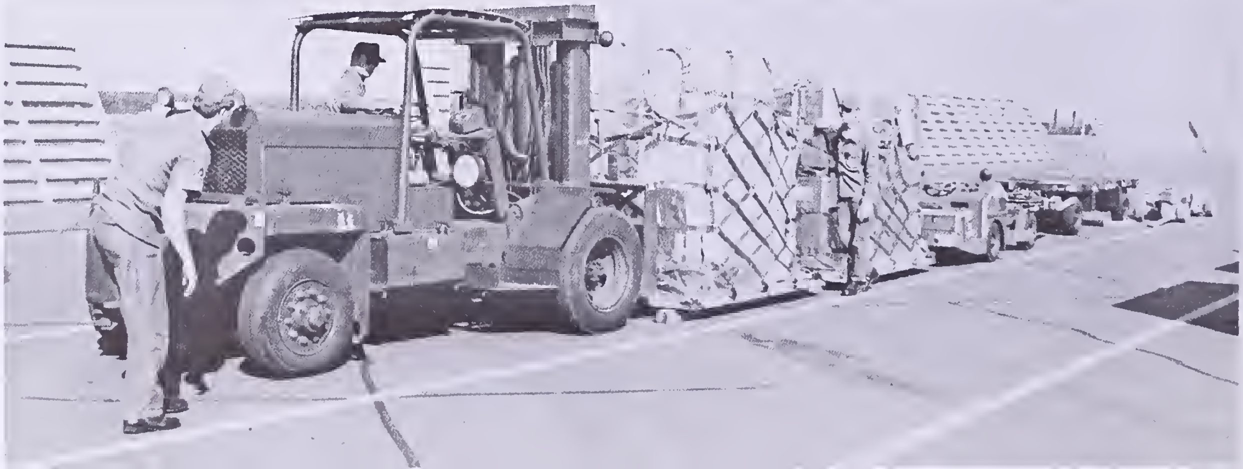
Transportation is different things to different people.

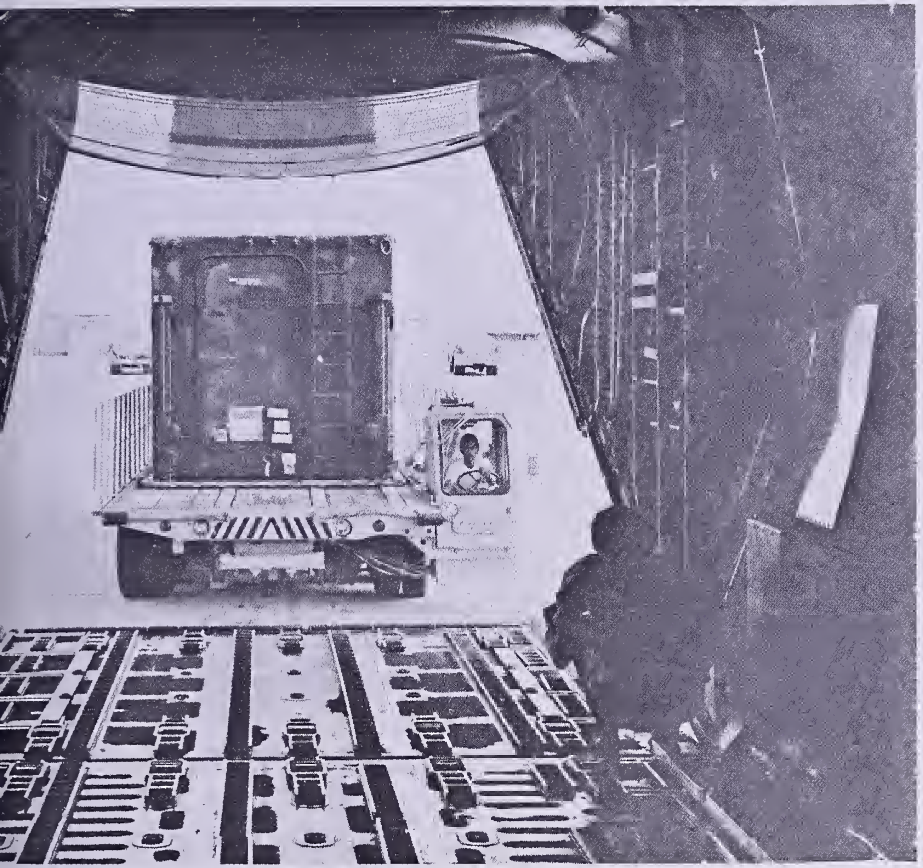
If you are a school student, perhaps when you first hear the term, you think of a car, a school bus, a plane or a train. If you're taking vocational shop classes, on second thought, you may think of automative maintenance or a travel agent.

Men and women in the military service think in terms of motor pools, vehicle maintenance, air passenger terminals or how to get people and personal belongings from one assignment to another.

Transporation is all of these things. But simply applying a name to a function doesn't get the job done.

Transportation is really people — performing vital jobs critical to the day-to-day operation of any Air Force installation.





A CONTAINERIZED SHIPMENT is eased aboard a waiting Air Force jet.

When the Air Force "hires" people in this career field, they are classified in one of two areas: Motor Vehicle Maintenance or Tranportation.

For a beginning, there is the vehicle maintenance operation. This function simply means maintaining a fleet of vehicles in the best possible condition for the least amount of money — no easy task, as any do-it-yourself mechanic knows. That fleet is used on a routine basis by various organizations on base, as well as by the transportation squadron itself to help out during unscheduled missions. The squadron could be considered a complex of small garages and mobile trouble-shooting or repair units spread out over an entire base.

There is also a general purpose maintenance shop. That's where anything from a minor repair to a safety inspection or major overhaul is done. And, in most cases, minor maintenance and inspection

Air Force Photos By SSgt Arv Nopson & Sgt Cornell Melton

It's an ungainly sight, a figment of one man's imagination, this transportation center, floating lazily over the Arizona mountains.

From the port would fly the aircraft and spacecraft of the future, perhaps like those depicted on the cover of this PROFILE. Other uses for the hovering port stretch into the realm of science fiction.

To artist Robert T. McCall of Paradise Valley, AZ, the painting represents his far-sighted vision of the tomorrow that looms just over today's horizon. McCall, who has been active in the Air Force Art Program for several years, is eminently qualified to make the dreams of man's future in space come true on canvas.

A selection of his paintings, "Our World in Space," was published in 1974. One of his most ambitious works greets visitors daily at the National Air and Space Museum in Washington, D.C. — a 68-foot wide by 62-foot high mural in acrylics presenting a cosmic "tour" of the past, present and future. McCall has also done numerous stamps for the Postal Service; one, on the Apollo-Soyuz mission, is the largest stamp ever put into circulation. He recently spent some time at Disney Productions in California, creating designs for an upcoming film, tentatively entitled, "Probe One."

High School News Service appreciates Mr. McCall's sharing his visions with us and our readers.

Air Force Art by R.T. McCall.

Futuristic transportation center (see front cover) & outer space operations (below).

technicians must be able to provide one-day service. Only in the case of major troubles can a vehicle be allowed to remain in the shop any longer, since there aren't usually any "extras" to go around.

Examples of other maintenance operations are the refueling and crash recovery vehicle maintenance. This is performed in special shops located in such operational areas as the fire department, where the trucks must be kept in a constant state of readiness. Gasoline tankers and other specialized equipment for refueling aircraft are worked on within their respective areas of use. In the case of equipment used by civil engineers, such as road graders, power line maintenance trucks, etc., transportation people move their service into the civil engineering compound.

Two other transportation squadrons familiar to every individual on an air base are the Traffic Management Office (TMO) and the Air Passenger Terminal. TMO specialists are responsible for packing and crating all Air Force cargo departing from an air base, processing inbound and outbound commercial shipments, controlling the flow of cargo through the transporation system, plus the related paperwork and reports for shipment control. Technicians at the air terminal of an airbase prepare load manifests, provide information on any aircraft available for air transport, and assist passengers in loading and unloading. One of their most important functions is to assist with anti-hijacking procedures. Passenger travel specialists in the air terminal prepare official military travel requests and act as transportation authority for all military personnel and their dependents and civilians traveling on temporary duty of transferring to a new assignment.

Down in the freight section, the cargo which rides aboard military and commercial aircraft is speedily loaded or unloaded in a constant effort to keep up with the departures and arrivals.

ABOVE: A student at the Air Force auto mechanics school studies a disassembled engine. BELOW: A mechanic selects specialized tools for his work.

TRANSPORTATION SPECIALISTS (above) troubleshoot a mechanical problem on a semi-tractor, while (below) a packing and crating specialist takes extra care in his handiwork.

The Air Force doesn't expect any one individual to be fully qualified in all aspects of a service as complex as transportation. Specific training as a vehicle operator, auto mechanic, body repairman, freight traffic or air cargo specialist, among others, is provided to meet the needs of the Air Force community.

But, whichever specialty is entered, transportaion people know they're needed. For, as an old saying goes, which some Airman still borrow from the Army, "Nothing leaves the fort without transport."

EDITOR'S NOTE: Appreciation is extended to Senior Master Sergeant Gene Fish and the 4500th Air Base Wing Information Office, Langley AFB, VA for their support in preparing this article.

The local control spot.

In the air or on the ground –

You can count on controllers

By C. L. Nelson

There is a bond, almost a kinship, between the young man gazing out at the night sky from atop the highest point on the landing field, and the seasoned flyer whose face is lit in the glow of his cockpit instruments. Lines of dependence and professionalism link these otherwise total strangers.

The pilot places his trust in receiving accurate information, quickly and clearly given by the air traffic controller (ATC) which guides him back safely onto the runway; the ATC, on the other hand, offers experienced advice while relying on the skill and cooperation of the pilot to carry out the explicit instructions.

Military pilots in all services know their movements and safety, whether taking off, in flight, or landing, are closely watched.

In the towers on landing strips, large and small, around the world, the partnership of pilots and air traffic controllers shows up in their complete concentration on the job at hand — and in the tension this immense responsibility for lives and machinery generates. In most cases, an ATC acts as all-knowing eyes and ears for aircraft within range of the tower. Modern navigational aids and communications equipment extend and refine these eyes and ears, but also make the job more technically demanding.

Whether the uniform worn by the military ATC is distinctively Navy, Air Force, Army, Marine Corps or Coast Guard, the training and requirements are very close to those

High intensity light beams are used to direct movements of aircraft whose radio equipment is not operating.

of civilian counterparts working in towers at international or municipal airports. A calm, easy-to-understand voice, keen eyesight and hearing, steady nerves under stress, and quick, positive reactions to the second by second changes in air traffic situations are qualities held in common by all ATCs. Being on duty overlooking a busy airfield is also the result of a shared experience in training which covers subjects like air traffic procedures, radio operation, federal air regulations, air navigation, weather, and emergency procedures.

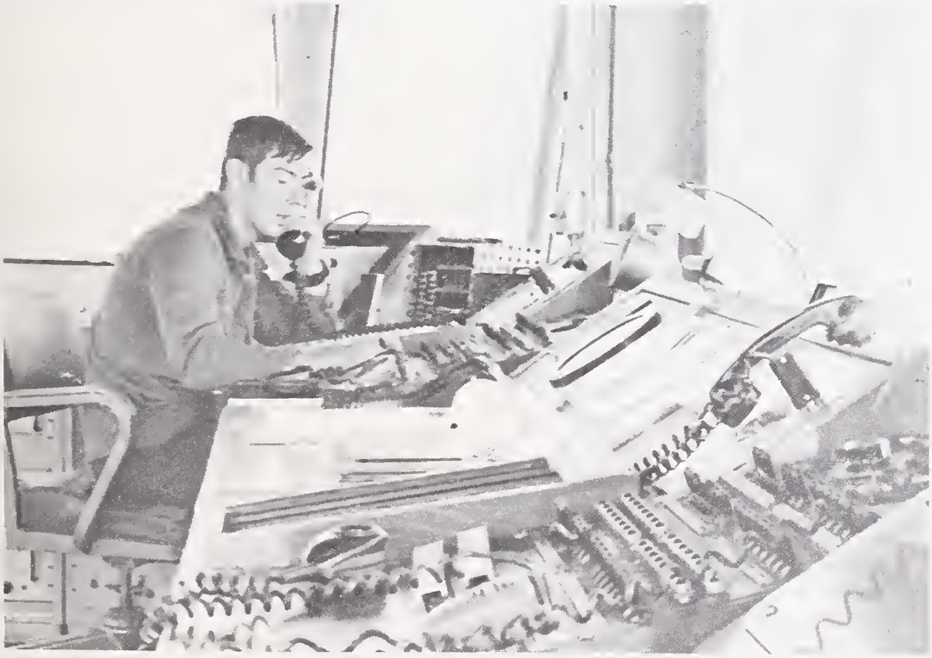
The breakdown of positions, usually manned 24 hours a day, within the operation of any tower is another similarity, since the jobs reflect the three basic tower functions.

The clearance delivery or flight data position, for example, records the precise route a pilot needs to follow and relays this information to him. The person in this job also coordinates with other towers to verify takeoff and landing clearances which may affect his area, which is an even bigger responsibility since some large airfields clear up to 12,000 takeoffs and landings each month.

The ground controller is occupied with watching the taxiing of aircraft, runway lighting and conditions, and keeping track of any vehicles out on the flight line.

Clearance for landing or takeoff comes from the person in the local control position, and most critical of the working areas. It's at this station that the pressure builds — where an airplane is "talked down" by an ATC watching a radar scope that shows its exact altitude, distance from touchdown, bearing and relationship to any other aircraft nearby. The local controller talks almost non-stop during the pilot's final five miles of approach, giving instructions that will bring him blind to the point at which he can make out his own path to landing.

These three positions, pulling together, give the control tower its complete authority over the airfield and access to it. Rotation among all key positions keeps everyone in the tower ready to back each other up.



After plotting the route to be taken by an aircraft being monitored from his tower, a flight data technician relays the information to other towers in the plane's flight path.

A senior controller generally holds the FAA facility rating for the particular tower and supervises the smooth coordination of his staff. His position is the culmination of qualification in all aspects of tower operation, plus the maturity that years of experience lend to this serious profession.

Initial ATC training takes from 12 to 20 weeks at one of several military installations. Air Force men and women go to Keesler Air Force Base, MS; Navy and Marine Corps personnel are sent to Memphis, TN, for "air controllman" training; Army specialists go to Ft. Rucker, AL; and those in the Coast Guard receive training as "radarmen" at Governors Island, NY. To complete any of these service schools in preparation for ATC duty, students must pass the Federal Aviation Administration examination for certification in their field, just as do civilian controllers. This makes the air traffic controller specialty the only military skill requiring a civilian license.

Reporting to a first duty station isn't the end of the training road for new ATCs. Once certified as journeymen (and women), they work under minimal but thorough supervision and are tested daily by written, oral or practical demonstrations of their job knowledge.

Assignments for controllers are varied — from an airfield in the United States or overseas to the moving airstrip a Navy controllman may find himself on, the aircraft carrier.

It all adds up: the hours spent in intensive training and retraining, and the even longer hours spent juggling the tension and demands of shifts in the tower. The controller knows that every time the wheels of another plane find the concrete safely, from across the windy runway, the pilot bids him a silent "thank you."

By CL. Nelson

Clinical Specialist students learn –

The 'people' side of medicine

It's Friday; the quick shuffle of students gathering up study materials signals the end of a long day of classes.

From behind his own armload of texts, Specialist Fourth Class John Newcomb remarks, "One week down, 39 to go! I think I'd better stay in the barracks this weekend and hit the books."

"Me too," agrees Private First Class Nancy Greene. "Have you seen what we'll be covering ***next*** week? The whole circulatory system! What did the instructor call these first weeks of school?"

John flips open a notebook. "He described it as 'didactic training' — which means we're in the academic part of the course. For 15 weeks, we'll have straight classroom work and then during the final 24 weeks or so, we'll move over to the hospital and work in the wards. That should be the real test of what we've learned."

'Well, if I'm ever going to practice on a real patient, I'd better learn this reading assignment word for word. See you Monday." Nancy scoops up her books and heads out the door.

Sitting on his bunk later that evening, John glances through an outline of the course, which after 40 demanding weeks, will launch him on a career as a clinical specialist.

Some terms and phrases in the topics are already familiar to him: "specimen," "venous," and "biopsy" are words he learned in high school biology and anatomy. From working on a Boy Scout first aid badge, he remembers basic emergency medical skills for such things as resusitation and application of tourniquets. These same skills, plus countless other medical procedures, patient care techniques and symptom identifications, will be studied and used in the weeks ahead.

"The best part will be learning to help people," he thinks aloud. John is part of a 25-member class at Moncrief Army Hospital, Ft. Jackson, SC, one of nine such training hospitals in Texas, Colorado, California, Washington, Georgia and North Carolina. During the course, the students will learn to help each other out — by assuming the roles of patients themselves for fellow classmates to practice on. MAJ Theordore V. Mika, director and chief instructor of the Clinical Specialist course at Moncrief, points out, "It's important that students know how their patients feel during treatment — they're apt to be gentler drawing blood or giving shots if they can relate to the feelings involved.

After all, "medical care is a *people*-oriented business."

A student adjusts the large overhead lighting fixture in the delivery room.

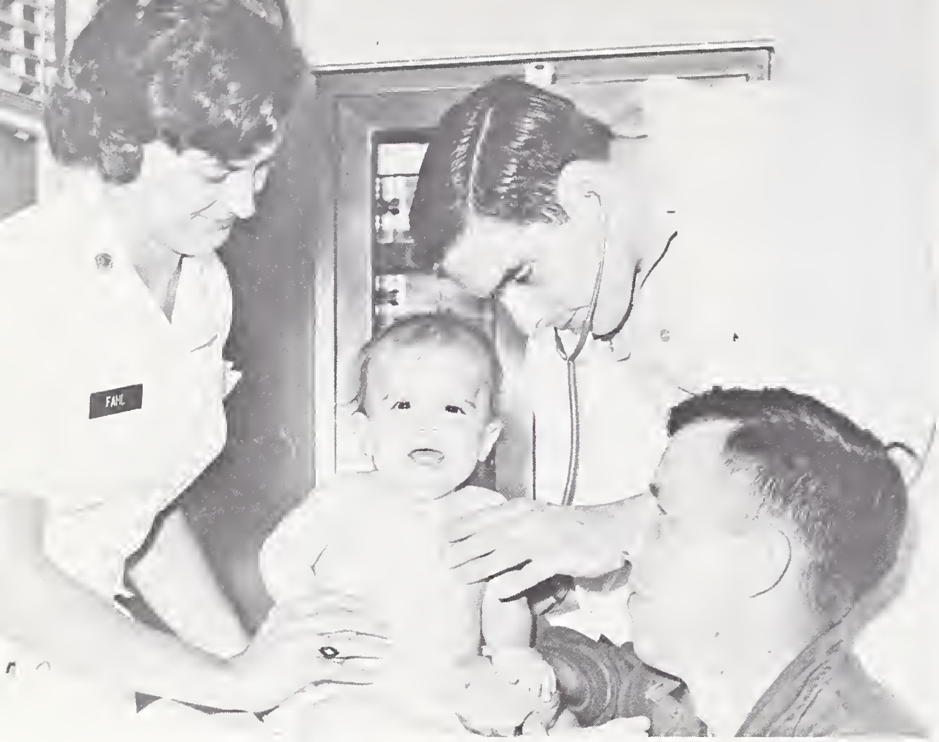
The faculty, comprised of officer nurses and senior enlisted Clinical Specialists, are always close by to act as advisors, answer questions and help students deal with emotional and psychological reactions. "Our objectives are not merely to train for mechanical skills, such as how to dress a wound or administer medication," MAJ Mika continues. "It's one thing to know how to correctly perform the functions to save a life or alleviate pain — but there's another, entirely different, quality that those in the medical services must either have or learn — and that's the human side of treating patients. Courtesy, sympathy, even a reassuring smile, are all very necessary human touches which should be part of treatment. We try to teach this quality by example, in being sympathetic with the students themselves when problems arise.

"One of the hardest things for most of our students is their first encounter with a dying patient.

ABOVE: A soldier who has reported for early morning sick call has his temperature taken by a clinical specialist student.
BELOW: Often a reassuring word is all that's needed to help a little fellow through examination.

Like John, many people in the class have long-standing dreams of taking professional training in the medical field. Some enlisted specifically for Clinical Specialist school and arrived right after finishing Basic Training. Others have been in the Army a while and have already worked alongside medical, surgical or pharmaceutical teams.

A "weeding" process, based on requirements in academic grades, performance evaluations and leadership qualities will reduce the class by as much as 50 percent by the end of the cycle. Only very strongly motivated, disciplined people are graduated and sent to work in hospitals, dispensaries and field medical units throughout the Army.



Clinical specialist students quickly learn to be the extra pair of steady hands a doctor or nurse relies on. They also function independently, as when starting an intravenous injection or dressing a wound.

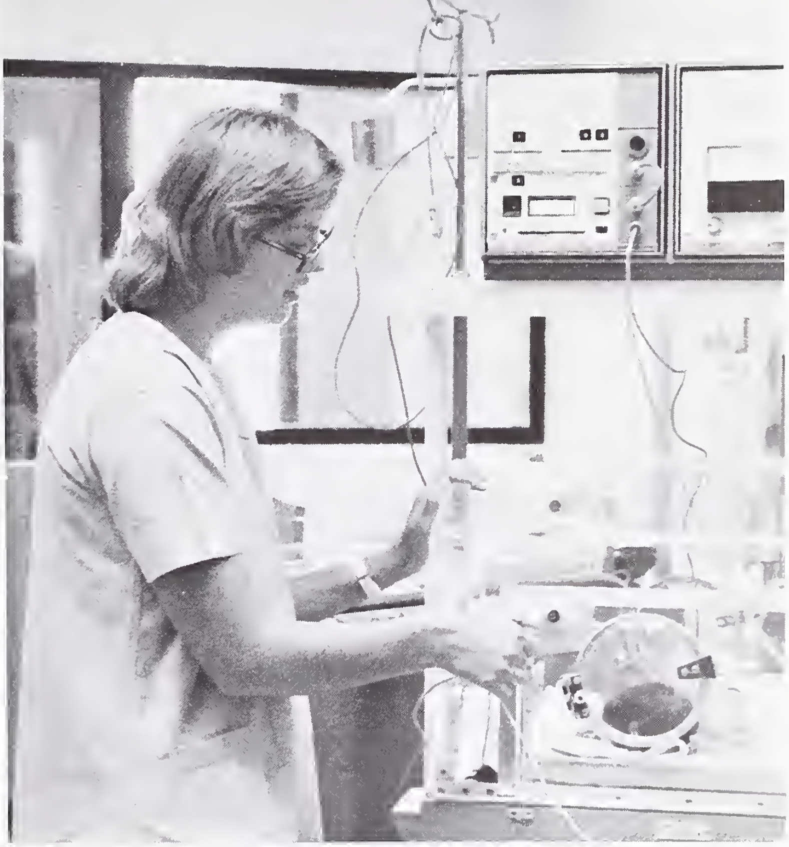
Working in the wards, they often become very close to patients undergoing a prolonged stay in the hospital. When a death occurs, they may take it as a personal loss. That's when it's very important that they can come to us and let their feelings out so they can go back into the hospital and resume their duties."

Students are encouraged to test as Licensed Practical Nurses, which is the closest civilian parallel. Actually, Clinical Specialists receive training beyond the requirements to qualify as LPNs. Whenever there are military maneuvers to participate in, the Specialist may have complete charge of a field medical station and must be able to provide leadership in directing patient care and administration. Where a civilian LPN normally would be supervised by a registered nurse or doctor, the Clinical Specialist often must make decisions independently.

There are few places busier or with a wider variety of tasks than nurses' stations in large hospitals. Wearing hospital "whites," clinical specialist students fit right in, manning essential stations to fill medicine dispensing carts, handle patient information and update records. The station in each floor is also their first stop at the beginning of each day spent assigned to a major clinic or ward. Although occasional classes are scheduled during the clinical experience phase, the students are placed almost entirely under the supervision of the nurses and hospital staff they are working with.

By working the hospital "top to bottom," students get a chance to apply classroom technique in a practical way. In the relatively short span of six months, they rotate among major hospital services, getting practice on everything from radiology equipment to instructing physical therapy exercises. They are also given the opportunity to deal with a cross section of patients in different stages of recovery and treatment and at different age levels.

The newborn nursery is a place calling for special attention, especially in handling infants being cared for in isolettes or incubators.

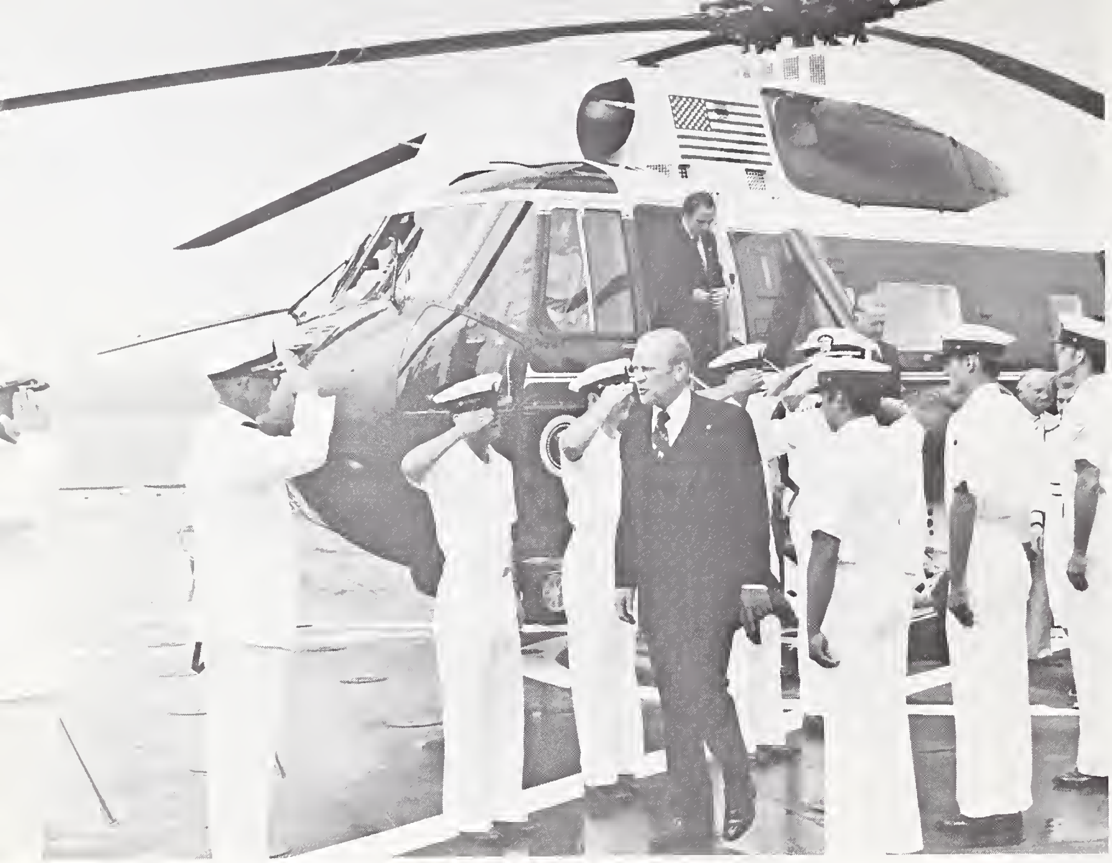


MAJ Mika explains, "This relates back to tailoring medical service to the needs of the individual. When you study a disease or a body process, you must apply the principles to a specific case. There are always variables to take into account — such as the age of the patient. It's good to remember a book solution to a medical problem, but then you have to look at the patient and exercise on-the-job experience, they are also becoming familiar with all the stages of life — from pre-natal care through each succeeding stage of development."

Many times, in the course of being exposed to clinic work, a student will find an area of particular interest. Lois Krichno feels especially at home working in the obstetrical suite and newborn nursery, where she is learning to assist with deliveries and the care of infants. "It's really rewarding to see the smiles on new mothers' faces — in fact, everyone smiles," she says.

That's the way it is throughout the busy hospital, wherever clinical specialist students are learning the *people* business of medical assistance.

Training sessions outdoors give clinical specialists practice in using their medical skills under simulated combat conditions.

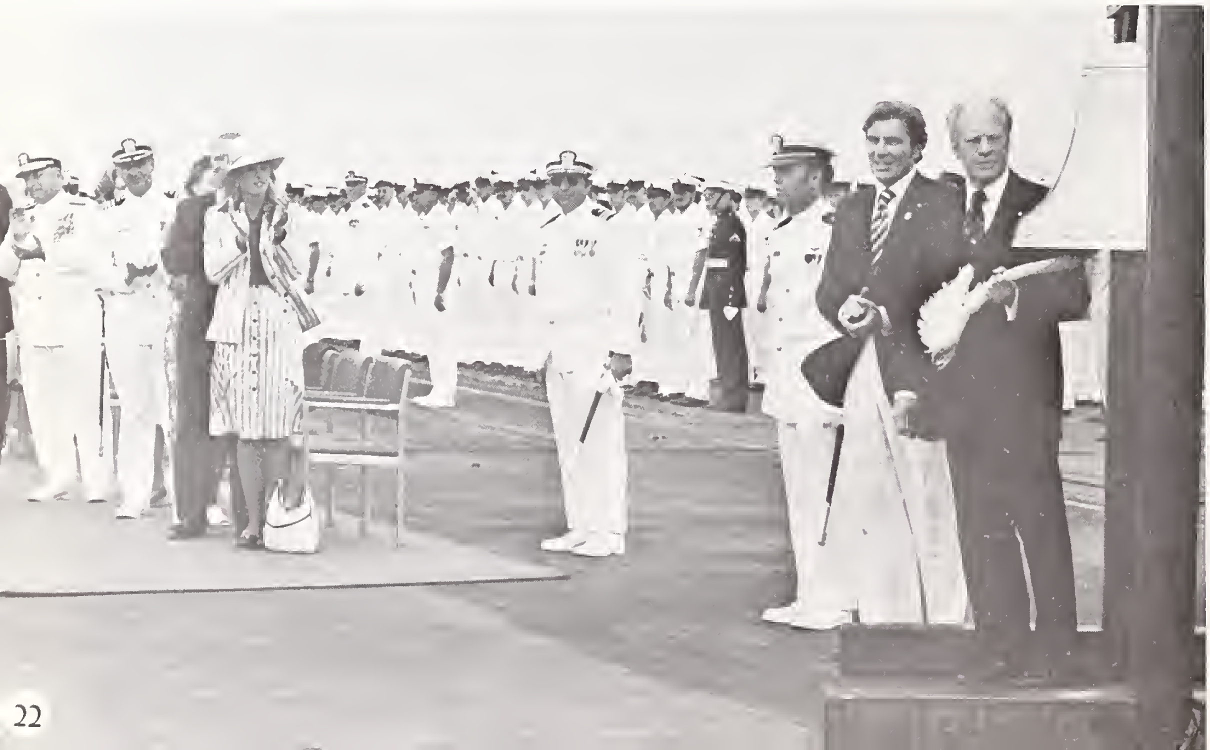


LEFT: President Ford arrives on board the USS Nashville. (Photo by CDR W. J. North, USN)

BELOW: To kick off Bicentennial ceremonies in New York Harbor, President Ford rings the Bicentennial Bell on the Nashville, at the moment when bells are ringing on all ships and across the nation. (Photo by JOCS Galloway, USN)

Bicentennial International Spectacle

Navies in Review



THE STATUE OF LIBERTY seems to watch the parade while thousands of spectators cluster on Liberty Island as American and foreign ships sail into New York harbor. (U.S. Navy photo)

In his July 4th address, the Chief of Naval Operations, ADM J. L. Holloway III said, "Americans across the country and around the world join today in celebrating the 200th anniversary of the independence of the United States. On this occasion, it is especially fitting that we assemble here the ships of many nations in recognition of the importance of the seas to the past and future of this country, while at the same time commemorating the common brotherhood of all those who sail the seas. This International Naval Review, an event of maritime significance in itself, marks an historic milestone in the history of the United States of America...."

The International Naval Review, which gathered ships and delegations from more than 40 countries, along with some 200 sailing ships from the privately sponsored Operation Sail, reflected the hope of peace for humankind, and as such, will be remembered for generations to come.

VICE PRESIDENT Rockefeller, serving as reviewing officer, greets ADM Isaac C. Kidd, Jr. (right) and the Secretary of the Navy, Hon J. William Middendorf II. (Photo by JOCS Galloway, USN)

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